



CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE

January 28, 1998

H.R. 2625

A bill to redesignate Washington National Airport as "Ronald Reagan National Airport"

*As ordered reported by the House Committee on Transportation and Infrastructure
on January 27, 1998*

CBO estimates enacting this bill would have no significant impact on the federal budget. Because the bill would not affect direct spending or receipts, pay-as-you-go procedures would not apply. H.R. 2625 contains no private-sector mandates as defined in the Unfunded Mandates Reform Act of 1995 (UMRA). The bill contains an intergovernmental mandate as defined in UMRA but CBO estimates that the costs of complying with this mandate would not be significant.

H.R. 2625 contains an intergovernmental mandate because the Metropolitan Washington Airports Authority (MWAA) would likely have to alter signs and change references to the Washington National Airport in flyers, guides, and the Washington National Airport magazine. Based on discussions with staff of the MWAA, CBO estimates that the costs of new signs would be minimal. Changes to other materials would probably not be made until current supplies of such items are depleted. Additional costs, therefore, would be negligible.

Finally, it appears unlikely that the Federal Highway Administration would require local jurisdictions to change the current road signs that refer to "National Airport." According to the Virginia Department of Transportation, if the state chose to change these signs, costs would not exceed \$500,000.

The CBO staff contacts are Clare Doherty (for federal costs), and Kristen Layman (for the state and local impact). This estimate was approved by Robert A. Sunshine, Deputy Assistant Director for Budget Analysis.